

get to leave Washington and go back home to see my grandkids. Nothing warms my heart more than Emily, Nathan, and Kathryn running up and giving me a hug.

As a grandfather, I find myself giving commonsense advice to my grandchildren. It's funny to tell them obvious things and realize that it seems like sage wisdom to them. "Emily, look both ways when you cross the street." "Nathan, if you want to be big and strong, you need to eat your vegetables." "Kathryn, always wear your seatbelt." Finally, "Don't stick your finger in the light socket."

Since the passage of ObamaCare, the economy has stagnated as businesses try to figure out the new rules and the regulations.

Don't stick your finger in the light socket.

ObamaCare is turning running our Nation into a country of part-time workers as companies try to fall under the 30-hour threshold for their employees.

Don't stick your finger in the light socket.

Premiums are rising rather than falling.

Don't stick your finger in the light socket.

By the President's own admission, the systems to implement ObamaCare are not yet ready.

Don't stick your finger in the light socket.

Americans are pleading with the Senate and the President to stop sticking their fingers in the light socket.

OBAMACARE

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. After 41 votes to repeal the Affordable Care Act, the Republicans want the administration to believe that they now want only a delay. Why don't they state that forthrightly? Why don't they say they are now for the Affordable Care Act, but they want to delay it because of certain issues and bring them forward?

Instead, their call for delay is still about their opposition altogether to the Affordable Care Act. One hundred thousand Americans are already receiving benefits under the Affordable Care Act. Do you really want us to yank them back from benefits that they have never received before? That doesn't make a lot of sense.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. MEADOWS). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

AUTHORIZING FUNDS FOR EMERGENCY RELIEF PROJECTS

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3174) to authorize the Secretary of Transportation to obligate funds for emergency relief projects arising from damage caused by severe weather events in 2013, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3174

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EMERGENCY RELIEF PROJECTS.

The Secretary of Transportation may obligate any funds made available to implement section 125 of title 23, United States Code, for emergency relief projects arising from damage caused by severe weather events in 2013, without any limitation on obligations for such projects resulting from a single natural disaster or a single catastrophic failure in a State.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill before us.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

H.R. 3174 is a bill with a clear and simple goal. This legislation allows the Department of Transportation to obligate previously authorized and appropriated funds for emergency relief projects without limitation to the amount a State can receive for a particular severe weather event. This bill does not increase spending and only applies to funds that have been previously authorized or appropriated.

This bill is consistent with the authorizing language in MAP-21, which we passed with bipartisan support last summer. MAP-21 does not limit how much a State can receive from the emergency relief program for a particular severe weather event.

This bill restores the flexibility provided in MAP-21 to the Department of Transportation to determine how funds that have already been authorized and appropriated should be spent. This bill has bipartisan support.

I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 3174. This legislation would lift the cap on the

Federal Highway Administration emergency relief program funds that occur in 2013.

Earlier this month, Colorado experienced historic storms that resulted in severe flooding, landslides, and mudslides. As a result of these severe storms, more than 50 bridges have been damaged or destroyed and over 200 miles of roads in Colorado have been affected by the flooding.

Initial estimates by the Colorado Department of Transportation are that damage to roads and bridges as a result of the storm could cost between \$430 million and \$475 million.

To assist States in dealing with unexpected destruction of surface transportation infrastructure because of natural disasters or catastrophic failure caused by an external event, Congress created FHWA's emergency relief program. This program provides funding to States to make emergency repairs and restore Federal-aid highway facilities to pre-disaster conditions.

While the ER program receives \$100 million annually from the highway trust fund, demand for funding from this program usually exceeds this amount and requires supplemental appropriations from general revenues to address the backlog of funding requests from States.

Earlier this year, Congress appropriated \$2 billion for the ER program in the Hurricane Sandy relief legislation. This \$2 billion appropriation was intended to address rebuilding highways in the wake of Hurricane Sandy, as well as other natural disasters across the Nation.

Mr. Speaker, I would note that the House had a vigorous debate about Hurricane Sandy during that relief bill's consideration, with many of my friends on the other side of the aisle actually opposing the bill, including the sponsor of the legislation we are debating today. Thankfully, a majority of the House stood with our colleagues from States that suffered the incredible destruction as a result of Hurricane Sandy.

I would urge that we stand with our colleagues from Colorado today with the hope that prior opponents of such relief will see how important it is when it affects their own home State to understand that we are all in this together in this country when it comes to natural and catastrophic disasters.

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Of the \$2 billion provided by that legislation for highway ER projects as a result of Hurricane Sandy and other disasters, approximately \$550 million remains available.

In addition to providing additional funding for the ER program, the legislation also restricted the amount that a State could receive of these funds to no more than \$100 million per incident, with a separate cap provided for highway repair funds for States affected by Hurricane Sandy.

To address the concern that Colorado could not be fully reimbursed for the